

## AUTOISTS TO FIGHT MOTOR LAW CHARGES

Going to Albany on Thursday.  
Primed to Object to Hampering Legislation.

### BETTS WRITES A LETTER

Tells Secretary May That There Are Some Statistics of Which to Beware.

Thursday the 13th is likely to be a fateful day for the automobile owners and dealers of this State. It is the day on which there will be at Albany a hearing on the various measures—about a score and a half of them—which are intended to amend or replace the present motor vehicle statute. The legislation, in the eyes of the motorists, has only one intention. It is to hamper and restrict their use of the roads and highways and to surround motoring with a hundred bars.

These include measures looking to the increase of license fees, to the furnishing of a bond by a motorist before he is permitted to take to the roads, to the making him stop at every street crossing and at every fire engine house or school house, to the making of a motorist liable for certain offenses against the motor vehicle law and all sorts of other laws that spring only from a feeling of dislike for the automobile and a feeling that the motorist has the money—thereby he could own a car—and therefore should stand a tax.

The automobilists are going to Albany to be represented by various counsel and they will do their best to show the legislators that they believe the time has come for the owner and driver of an automobile or motor truck to indicate his belief that his natural rights to the use of the highway shall not be invaded any more than are those of the driver or owner of the horse drawn vehicle. The chief objection put forward by the automobilist is that all this taxing, hampering and restricting is class legislation. He sees no reason why one man should be free to use the highways because he holds the reins over a horse, whereas another man who holds the control over 30 horses is charged a fee and has his progress hedged about with laws.

Some of the things proposed by the new laws have an element of what seems like impossibility of enforcement or at least difficulty. For instance, there is a measure that provides for the examination and licensing of owners. Inasmuch as there are about 100,000 owners of automobiles in the State, the amount of time and detail necessary to accomplish this would just about defeat the operation of the law. Furthermore, it would cost too much to make the extra money that it seems to be the object to subtract from the motorist would be lost and gone.

There is another plan to take the fingerprints of all the chauffeurs and to have them, along with the records and pictures of the applicants, registered with the police departments in cities of the first class so that the Secretary of State may have some records with which to compare before issuing a license. It is just this unnecessary way of indicating the potential criminal in the chauffeur that ticks the car owner.

In one light it seems a substantial enough effort. That is, he is eligible to be taxed heavily for the benefit of the State. But in another light it is regarded by the legislator as a fit subject for watching. In other words, he is a sort of risk and therefore highly dangerous.

The point of view that in doubling the taxes on automobiles in general and increasing it materially more than that of motor trucks, the legislator is helping to take a burden off the farmer, who is so carefully to be nurtured, impresses the reasoning man as far from right. If statistics could be got they would show a very large number of automobiles, trucks and trucks in this State. These will have to pay along with the others, and inasmuch as very likely they all own light cars, they will pay more than any other class. The increase in the charge for the small car, proportionate to the cost of it, is vastly greater than in any other division.

On the general subject of changes in the motor vehicle law, an extremely interesting letter was written by R. G. Betts, editor of *Motor World*, to the Hon. Mitchell May, Secretary of State. It will be recalled that Secretary May invited motorists generally to a conference at Albany on the subject of the motor vehicle laws. Those who could not go were urged to write. Mr. Betts wrote. Inasmuch as there has been of late some display of statistics which support to show things about automobile accidents, Mr. Betts's remarks about such statistics, as well as about the imperfect transportation of France's automobiles, registration law to this country, are bound to interest many persons.

Here is most of what Mr. Betts wrote: "It is our belief that the exaction of a tax for the use of a public road, in whatever guise the tax may be levied, is wrong in principle. It is our understanding that the right to the free use of the public highways is an inalienable right of every citizen and not a privilege which must be paid for; but as the fee system probably has attained such strength that it is probably never will be overturned, we believe the tax should be levied on the basis of the same thing and equity. If they are not one and the same thing, point unerringly to the truth that all vehicles that use the roads should be similarly taxed and also similarly numbered and lettered. For identification numbers and signal lights serve good purposes on one class of vehicles it requires no great stretch of imagination to conceive that numbers and letters on all vehicles will serve even better purposes."

"In other words, if the law is fair for one it is fair for all, and where it bears equally on all, it cannot be small protest from any reasonable being. Until the law bears equally we believe that automobilists have a right to protest against being singled out for special legislation. If our memory serves us right, the Customs duties on automobiles was borrowed from France, but that republic, unlike our own, taxes and numbers all vehicles that use the public roads, without exception of any class, which it seems to us is the full sense of that equal and exact justice for which republicans are supposed to stand."

"From certain utterances attributed to you by the public prints it appears that you have been unduly impressed by the propaganda disseminated by what is termed the National Highway Protective Association, without exception of any class, essentially consists of one man. We have not quarreled with the gentleman and perhaps the purposes he seeks to serve are worthy while, but as you may have seen, the society exists chiefly on contributions and something over a year ago when we caused the head and front and three-quarters of the society to be interviewed and asked him why he persisted in placing automobiles in an unfavorable light when other vehicles were contributing their full share of public accidents, he replied that he believed in automobile accidents because automobiles were most prominently in the public eye and therefore his policy assisted in bringing contributions to his society."

"With this fact in mind we think you should not permit yourself to be too greatly impressed by publicity which comes from that source, nor of which is fair to the automobilists."

"In statistics an accident is an accident and nothing more. It is not possible to define its exact nature and the cause of the misfortune in figures. For instance, in the total accidents which have so greatly impressed you at least two of the tragedies were caused by the frantic efforts of a motor ambulance to avoid striking a small boy who stood in front of it waving his hands. The driver, turned into the sidewalk and unfortunately crushed two

pedestrians who, it so happened, were accompanying the writer. Principally the automobile was in no wise to blame and investigation will prove that many other accidents are not more properly chargeable to the motor vehicles concerned.

"Any one who has ever ridden a bicycle or driven a vehicle of any sort will agree that any conference which may occur and which does not consider ways and means for lessening the small boy peril, as we think it properly may be called, will be short of its purpose. We trust the subject will not be permitted to escape the considerations of the forthcoming conferences under your auspices."

"Accidents due to horse drawn vehicles are not inconsiderable, and when the difference in the negligence of horse vehicles and motor vehicles is considered, we think on this mileage basis you will find that the horse drawn vehicle is an even more serious factor than the more modern motor vehicle. And in discussing registration fees, legislation, we also have been asked for the big tractor and who more over has not the acreage that requires anything especially large has been looking for some time for a convenient power driven plough or cultivator which he can use on his ground at a big saving in time and without too much expense for fuel."

"The writer personally has had one and a half years' experience with the 'Joy riders' which led to an accumulation of considerable knowledge of 'Joy riders' and 'Garage men' generally, and while he does not mean to say that even the majority of garage men are of one piece, there are enough of them who are guilty of being accessories to 'Joy riding' to make a curb worth while. The garage man who does not feel a sense of guilt and whose garage is conducted as it should be conducted scarcely will object to such a law."

"Also defying the somewhat popular notion the writer does not agree that unlimited speed is permitted by the 'careful and prudent' language of the present law. There are men whose sense of care and prudence is scarcely fit for observation. A liberal speed limit should be set—about 30 miles an hour—so that a limit should be set somewhere. For until human eyes are able to see around corners unlimited speed should not be permitted."

"While the point is one capable of much argument and undoubtedly will be talked down in any conference, it long has been our belief that the position of the accelerator is responsible for not a few accidents in which automobiles have been involved. As quite generally placed on a car, the accelerator is in a position where the driver's foot constantly is resting on it. It would cost too much to put the lever of the accelerator instead of the levers of the steering wheel. As a result when danger threatens the instinctive car to jump out of hand so to speak, which a picture appears herewith, is built on race lines indeed. The pointed radiator and the tapering bonnet speak for speed."

"Something light enough to be handy and yet heavy enough to get traction when at work is about the description, and to make these elements fit together is a difficult task. One of the latest makers of automobiles has been working for a long time on this puzzle, conducting experiments on his own large sized farm. It is said that when he gets through with his experiments and fixes upon something that will fill the bill he intends to devote less time to the building of automobiles and to turn his attention to the needs of the farmer in another way."

He is not the only man who has been working on such a problem. One of the concerns which has been doing business in farm apparatus for many years has put in something like the last twenty years developing tractors of various sizes and various powers. Yet this concern is not yet ready to announce anything small

### RAMBLER'S UNIT MOTOR.

In It Dynamo for Starting Replaces Ordinary Flywheel.

The elements in the unit gasoline and electric motor with which Rambler cars are equipped are two in number. One is the 42 horse power long stroke motor, gasoline engine, the other is the commonly used electric motor generator, being so combined that a starting and lighting system in an integral part of the motor construction. The dynamo performs the functions of both engine and generator and replaces the flywheel of the gasoline engine.

Within an aluminum case the armature of the dynamo rotates, attached to the crank shaft of the engine in the same way as a flywheel is attached. The weight of the dynamo is an offset to the loss of weight from detaching the flywheel. The armature turns at 200 revolutions a minute, as the crank shaft is integral part with the armature shaft, the engine is turning over at the same speed. When the engine is running by its own power, the electric motor automatically changes into an electric generator to charge the battery. The amount usually required for starting is replenished, it is said, within a few minutes after the motor has attained a speed of fifteen miles an hour.

### COLEMAN PRESIDENT AGAIN.

Re-elected to Headship of International Motor Company.

At the recent annual meeting of the stockholders of the International Motor Company, which makes Mack, Saurer and Hewitt trucks, T. L. Chabourne, Jr., W. E. Corey and W. T. Graham were added to the board of directors. In addition to these the board is now made up of Edmund C. Converse, chairman; C. P. Coleman, vice president; Harry W. Dean, Herbert H. Dean, William C. Dickinson, Frederick H. Eaton, Montgomery Hare, Arthur H. Lockett, Hunter Marston, Ambrose Monell, Thomas E. Rush, Charles H. Sabin, W. D. Sargent and Warren A. Wilbur.

The officers re-elected were C. P. Coleman, president; William C. Dickinson, chairman executive committee; F. C. Richardson, treasurer, and Vernon Munroe, secretary. It was stated that in the first year the company had moved from fourth place in the motor truck world in the volume of business done up to the leading position.



If the Plan of Park Commissioner Stover to open the Harlem River Speedway to automobiles is consummated, there will be an All Parkway drive around the city of more than 20 miles, as shown here. There are two breaks only, one on 155th street, the other on Dyckman street.

## GASOLINE PLOUGH, ONE MAN TO "DRIVE"

New Device That Should Help Solve Some Agricultural Problems.

### WORKED ON FOR LONG TIME

Seems Light to Afford Effective Traction, but That Is Claimed for It, Anyway.

One great end and aim of those makers of gasoline driven implements designed to facilitate farming work has been to turn out a one man tractor. The small farmer, who cannot approach the figures asked for the big tractors and who more over has not the acreage that requires anything especially large has been looking for some time for a convenient power driven plough or cultivator which he can use on his ground at a big saving in time and without too much expense for fuel.

The machine is not large and so it may be used in orchards where overhanging branches would interfere with horse drawn equipment. There is said to be less danger of barking trees or of treading on crops already planted and no chance of breaking low hanging branches. Without letting go the handles the engine may be throttled down or speeded up or put in or out of gear simply by working with the fingers levers provided for that purpose. There is a reverse gear which can be employed to work the ploughshare out of ground that holds it at the end of a furrow and also is extremely useful when the plough strikes a rock and is stuck under it.

The operation of the motor is regarded as extremely simple. The plough relies upon a twin cylinder air cooled engine which has a nominal rating of nine horsepower. The cylinders, as in motor cycle practice, are set in V-shape. Cooling is further effected by a fan driven from a belt that runs over a large pulley in the rear. The pulley is made for a wide flat belt so as to permit of the engine being used for any number of other small duties about the farm. The plough on this basis is calculated to earn its way even when not being used in the field. The motor is

ordinary ploughshare or a disk, or it can be fitted with a cultivator. Mowing, raking and planting are also intended to be within the range of activities of this agricultural implement. The machine is not heavy. It weighs 250 pounds complete. It is said that because of the balancing only sixty-five pounds weight need be lifted when turning at the end of a furrow.

At the Importers' Automobile Salon the first of the year one of the cars that attracted a great deal of attention was the Austrian Daimler, with a windshield that looked exactly like a pair of heavy, gold rimmed eyeglasses. This automobile, of which a picture appears herewith, is built on race lines indeed. The pointed radiator and the tapering bonnet speak for speed.

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